

owner will not be subject to prolonged work while building.

Several quick sales have been made in the Park to out-of-town people. One man came from Williamsburg, after looking around the State, decided that this suburb of Richmond offered the greatest inducements, and not only bought lots but had lumber on the property within three days of his purchase and commenced construction.

Another man, from Norfolk, wired for an appointment to look at the property, and closed for five lots over the telephone the next morning, and three days later had begun preparing the property for building.

These are records which speak well for Highland Park, and go to show what out-of-town people think of Richmond's lovely suburbs.

Ginter Park development goes steadily forward, and there is a great increase in the number of new residences being built in this beautiful and progressive suburb. Mr. Thomas G. Snyder is a recent purchaser. He has located on Seminary Avenue, adjoining the properties of Mr. John Lancaster and Mr. Barker's new residence.

The new electric line to Ashland is being pushed to completion and this will bring Ginter Park within six minutes of Richmond's finest residential center, and will undoubtedly greatly stimulate buying in the section of Ginter Park adjacent to the Union Theological Seminary and "The Grange."

There is a new and unprecedented demand for homes to rent in this section, but there are none to be had. Three new residences, having all modern conveniences, have been built for sale by the company.

Not That Believable.

Because the Bellevue Park Company's name is to the extent of a single word similar to that of the defunct Bellevue Land and Improvement Company, whose affairs have passed into the hands of a receiver, there is a certain and justifiable suspicion among the officers of the former over the publicity given to the company's affairs.

The officers of the living, solvent company fear that the public will confuse the two names, and that the business of the Bellevue Park Company will suffer thereby.

They want it distinctly understood that there is no relationship between the dead and the living that carry the distinguished name of Bellevue.

COUNTRY SEAT OF OLD SOUTHAMPTON

(Continued from First Page.)

Dr. J. T. Hart, Jr., dealer in grain and fertilizers, and are large buyers of peanuts. Mr. J. T. Hart, Jr. has a peanut factory and saw-mill. Three livery stables in the town owned by R. W. Whitfield, W. E. Holland and C. F. Grizzard. Wheelwrights and dealers in buggies and wagons: E. P. Hart, J. R. McLane and J. T. Johnson.

Mr. L. Maury is the present postmaster. Mrs. Fannie B. Turner is the proprietress of Posa's Hotel.

In addition to the Southern Bell and Southern States phone, it has Courtland and Waverly. Officers: President, J. N. Seabell, Sr.; Treasurer, Dr. E. F. Reese and Secretary, J. P. Palmer.

The Southampton Telephone Company, President, F. P. Palmer, of Ivor; Secretary and Treasurer, E. Whitfield; T. A. Saunders vice-president.

The Courtland and Emporia line, under the management of Mr. F. P. Pope, of Druryville.

Churches, Societies and Schools.

Courtland has as its Mayor Mr. W. J. Seabell, Jr. Three churches are in the town—St. Luke's Episcopal Church, Methodist and Baptist.

The Masons and Odd Fellows have flourishing lodges, each having over fifty members in the town.

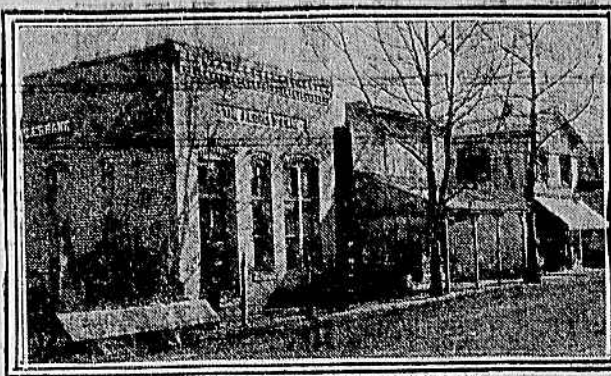
The great stride which Courtland has made in education is wonderful. The small frame building used during 1905-'06 has been done away with, and a handsome brick house, containing about twelve thousand dollars worth of ten rooms. The halls covered with cocoa matting, recitation rooms are furnished with individual desks, a complete assortment of maps, globes, etc. The auditorium in which the morning chapel services are held has a handsome piano. One room has been filled up for the office of the Principal and as a library also. The school board decided to devote a certain sum monthly for the purchase of books.

The State Library has been promised to help build up both a school and public library. Concrete walks lead up to and around the school, which is fenced in with an iron fence. In the rear are two separate playgrounds. The school is in charge of Principal Agner Woolfolk. Misses Rena Seabell, Nannie Birdsong, Virginia Berry and Mary Lester.

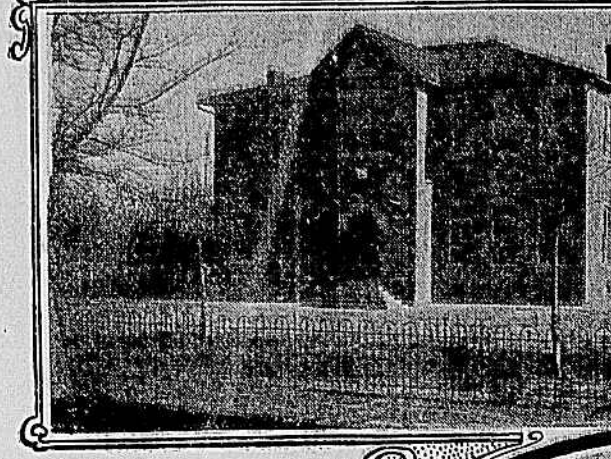
Two Strong Banks.

The two banks of the town are in a most encouraging condition. The Peoples' Bank was chartered in December, 1905, with minimum capital of \$10,000, and has increased greatly, until it has a capital of \$12,000. Its officers are: President, William Shands; Vice-President, P. P. Pope; Cashier, J. E. Seabell. The bank owns its building. The Merchants and Farmers' Bank is a branch of the

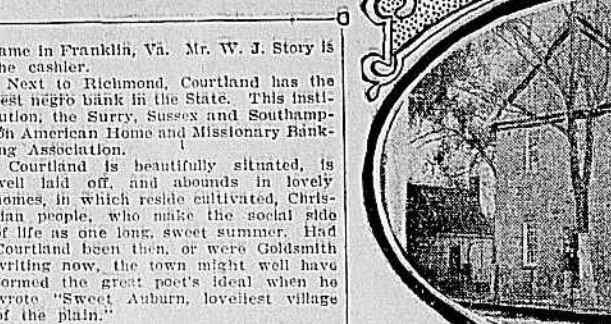
SCENES SHOWING ACTIVE LIFE IN THE THRIVING TOWN OF COURTLAND



STREET SCENE, COURTLAND, VA.



SCENE IN COURTLAND, VA.



HIGH SCHOOL



COURT HOUSE

same in Franklin, Va. Mr. W. J. Story is the cashier.

Next to Richmond, Courtland has the best night bank in the State. This institution, the Surrey, Sussex and Southampton American Home and Missionary Bank Association.

Courtland is beautifully situated, is well laid off, and abounds in lovely homes, in which reside cultivated, Christian people, who make the social life of life as one long, sweet summer. Had Courtland been then, or were Goldsmith writing now, the town might well have formed the great poet's ideal when he wrote "The Auburn, loveliest village of the plain."

LUMBER MEN'S TROUBLES.

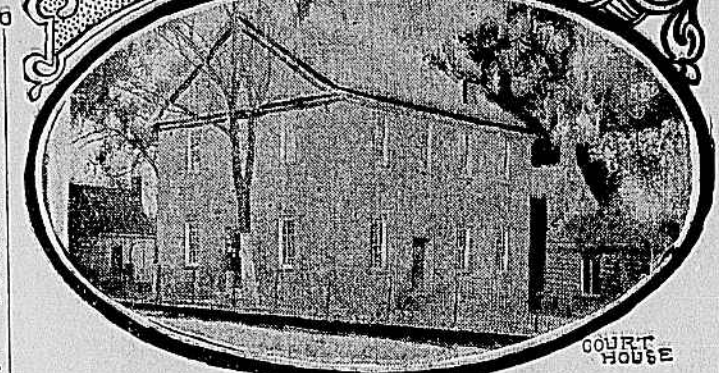
Over Two Million Dollars Involved in Matter of Car Stakes.

The lumber interest of the country is preparing for a fight against the Virginia and Eastern North Carolina Association, which is now being organized by a special from Washington. It appears that the fact came out incident to a hearing before the Interstate Commerce Commission that the matter of car stakes for flat cars used in hauling lumber cuts an immense figure in the cost of hauling lumber. The railroads have always required lumber shippers to provide stakes for these cars. They cost about \$1 per car, and the lumbermen complain that the charge amounts to that much addition to the rate, because they are almost never able to get the stakes returned. Insisting that stakes for such cars should be provided by the railroads, the lumbermen have taken the matter before the commission.

The National Association of Wholesale Lumber Dealers, the National Association of Retail Lumber Dealers, the Pacific Coast Lumber Dealers' Association and the Virginia-Carolina Lumbermen's Association are joined in this case. They point out that the lumber interests pay \$172,000,000 a year in freight rates, and that this item of car stakes alone represents between \$2,000,000 and \$3,000,000 in addition.

The impression at commission headquarters is that the lumbermen, whose business arrangements have been ordered investigated by the Department of Commerce and Labor on the ground that a trust is alleged to exist, propose to start a fight on the railroads, charging excessive rates, as a means of passing along part of the responsibility for the high prices of lumber.

The hearings, which commenced before the commission last Tuesday, were closed for the plaintiffs on Friday. Opportunity is to be given the defendant railroads within the next ninety days of making the tests necessary before presenting their views of the case. To test the point at issue 150 flat and gondola cars have been equipped with permanent steel stakes for the hauling of lumber instead of the temporary wooden ones now employed.



MOTOR CARS MADE WORTH A BILLION

Total in the World—The United States Leads in the Manufacture.

(Special to The Times-Dispatch.)

NEW YORK, March 30.—The history of the American automobile spans about twelve years, and its record during those years offers an astonishing story of American industrial development. It reads almost like a fairy tale. In 1901 American built and marketed 314 cars. In 1906 about 60,000 automobiles were manufactured in this country at an estimated gross value of \$100,000,000. Incidentally, it is interesting to insert here that during the same year (1906) the value of horse-drawn vehicles manufactured in America was estimated at \$115,000,000, which is illustration in plenty that the horse has not yet passed, even though he be "passing," as so frequently we hear.

The remarkable increase of this output will be seen the clearer by a glance at the comparative figures of the number of automobiles manufactured in other countries. In 1901 France built 23,711 automobiles; America, in the same year built 314. In 1906, as already stated, America built 60,000; France, 55,000; England, 28,000; Italy, 19,000; and Belgium, 12,000. These figures are borrowed from a French statistician who is regarded as an authority on automobile-manufacturing data, and who, in addition, claims that, during the nine years since the success of the first horseless carriage, there have been 650,000 motor cars manufactured in the world at a total value of one billion dollars, says the Saturday Evening Post.

These figures are sufficient answer to the prophets that see for the motor car only a playful or an ephemeral career. But the impressive disclosure of these figures is, that whereas, in 1901, France the pioneer manufacturer of automobiles, built 23,711 more automobiles than did America, in 1906 America turned out 6,000 more than France. And the still further impressive element of this showing is the jump by America from 314 cars in 1901 to 60,000 in 1906.

This has been done despite the heavy handicap to the American manufacturers of inferior roads which obtain throughout the country, to its national shame—a handicap that continues notwithstanding the efforts making for better highways. It is extraordinary how we lag behind in the matter of road improvement. France has the very great advantage of having its fine system of roads under government control, bringing all highways under a common law, thus not only making their maintenance a certainty, but also eliminating the embarrassing questions of license and the confusing and varying rules which automobiles meet in America.

THE STOCKHOLDERS' NEGLECTED RESPONSIBILITY

Nothing is gained by grumbling; less is gained by seeking revenge. If railways and other corporations have been mismanaged the shareholders are in part to blame. They are responsible for the management. It is their prerogative which elect the officers. No laws are needed to give shareholders new rights if they do not take the rights to which they are entitled. What is needed is an awakening on the part of the stockholders to the power they possess. If, in this country, as in England, they would attend the annual meetings of corporations in which they are interested and assert their power, they could change the situation without appealing to the White House, or asking for more "big sticks." It is all well enough to talk about punishing the guilty, but it is far better that the splendid prosperity of this country should be continued, so that all may share in its good and enjoy its boundless benefits. Jasper, in Leslie's Weekly.

MOTORS AND REAL ESTATE

Greatly Enhancing the Value of Country Property.

NEW YORK, March 30.—It has been thoroughly demonstrated that next to

the trolley, the motor car is the most important factor in the great suburban real estate movement now under way throughout the country everywhere, but having its greatest vogue adjacent to New York City. About every railway station it has greatly extended the territory available for residence. Formerly the commuter was practically limited to the suburban town or village in his choice of a dwelling. He can now live in the country proper. A machine, representing an investment of a relatively few hundred dollars, takes him from the farm to the station in winter as well as in summer.

The automobile is especially influential in promoting the growth of fashionable colonies in neighborhoods beyond the immediate reach of the railway.

Coffee from Salvador.

WASHINGTON, D. C., March 30.—A report from Consul-General John Jenkins, at San Salvador, gives the estimate of the Salvador crop of coffee at about 32,500 metric tons (650,000 quintals), being less than last year, owing to the overflow of rivers and the heavy rains of December last, which destroyed coffee plants. Coupled to that loss is the spotting damage to the coffee. While this does not injure the coffee for use, the commercial value is affected on account of its appearance.

Virginia Ingenuity.

(Special to The Times-Dispatch.)

WASHINGTON, D. C., March 30.—Messrs. Davis & Davis, Washington patent attorneys, report the grant this week to citizens of this State of the following patents:

Edward S. Dunkel, of Bridgewater, window-shade roller; Charles J. Peeny, of Saltville, railway-rail joint; B. A. Grasberger, of Richmond, clamp-setting machine; Charles H. Wawter, Jr., of Blacksburg, recording instrument.

Piles Cured Quickly at Home

Without Pain, Cutting or Surgery. Instant Relief.

We Prove It. Sample Package Free.

Seven people out of ten are said to have Piles. Not one man in a million knows that he has them, and he is proving it every day at our own expense. We send a sample package of the wonderful Pyramid Pile Cure to any person absolutely free.

We don't do this as a matter of amusement or philanthropy. But because it is in our interest to do so. We know that the sufferer from piles, tormented and driven almost crazy by this wretched trouble, will find such immediate relief that he will go at once to his druggist and buy a box and get well.

We know that we have the greatest remedy in the world for piles, and we are ready and willing to send or sell by the verdict of those who make the trial. We have been doing this for some years now and we never yet have had occasion to regret it.

Here is a sample of the kind of letters we get every day and we don't have to ask for them:

"Received your sample of Pile Cure and have given it a fair trial and it has proved a cure. I ever tried and effected a complete cure. I can recommend your highly in this vicinity. Have used your sample and have lost and the has been a complete cure. It has been worth \$100 to me."

"Thanking you for the sample and the cure, will recommend you to everybody. Yours respectfully, Julius Mayer, dealer in feathers, glass and hides, Bedford."

Pyramid Pile Cure is for sale at every druggist at 50 cents a box or, if you would like to try a sample first, you will receive one by return mail by sending your name and address to The Pyramid Drug Company, 50 Pyramid Building, New York City.

MANUFACTURES SENT OVER SEAS

Increase of Exports from the United States in Last Six Years.

SOUTH IS LARGE EXPORTER

Greater Growth in Manufactures in Twenty-Five Years Than in Hundred Before.

(Special to The Times-Dispatch.)

WASHINGTON, D. C., March 30.—Exports of Manufactures from the United States and their Distribution, by Articles and Countries, 1880 to 1906: Is the title of a monograph just issued by the Bureau of Statistics of the Department of Commerce and Labor. It shows that exports of manufactures from the United States now exceed \$700,000,000 per annum and have doubled in value in a single decade. Not only has the exportation of manufactures doubled in a decade, but the share which products of the factory form of the total exports is steadily increasing. In 1880 manufactures formed but 15 per cent of the total exports of domestic products; in 1890 they formed 21 per cent; in 1900 25 per cent; and in 1906 40 per cent.

With the rapid increase of population in the United States, and the growth of the consumption of material products, the quantity of food and raw materials remaining for distribution to other parts of the world has not increased proportionately, and with the development of population in the manufacturing centers, production of manufactures has rapidly increased, and the surplus of these manufactures which may be spared for foreign markets has also increased. Exports of the United States, of domestic products, formed in 1880 but 15 per cent of the total; articles in a crude condition for use in manufacturing, which in 1890 formed 36 per cent of the total, formed in 1906 but 23 per cent; while manufactures, as already indicated, increased their share in the exports from 21 per cent in 1880 to 40 per cent in 1906.

Decade's Work.

In the decade ending with 1905 exports of manufactures from the United States increased 108 per cent, while those from Germany increased 75 per cent; those from the United Kingdom 60 per cent, and those from France 23 per cent. This rapid increase in the exports of manufactures from the United States has brought her to the third rank in the list of the world's exporters of manufactures. The four greatest producers of manufactures for exportation, and the value of manufactures exported by each of them in 1906 are as follows: The United Kingdom, \$1,400,000,000; Germany, \$1,000,000,000; the United States, \$700,000,000; and France, \$500,000,000. These figures, however, are approximate only since the figures of the exports of the European countries are not yet at hand in sufficient detail to render possible an exact statement of the value of manufactures exported in the year.

The Growth of the Manufacturing Industry in the United States has Occurred Chiefly in the Last Twenty-Five Years.

Stated in round terms, the census figures of the gross value of manufactures in the United States since 1870 are as follows:

1870, \$1,000,000,000; 1880, \$2,000,000,000; 1890, \$4,000,000,000; 1900, \$13,000,000,000; 1905, \$14,700,000,000, the figures for 1905 being exclusive of neighborhood industries and hand trades included in previous years.

Seeking Foreign Markets.

The increase in the production of manufactures in the United States has forced our manufacturers to seek markets in other parts of the world for their surplus product. The result has been a rapid increase in the exportation of manufactures. The total value of manufactures exported from the United States has grown from less than \$5,000,000 in 1870 to \$700,000,000 in 1906, the latest period for which detailed figures of the exports by countries are available. The exports of manufactures were valued at \$386,000,000, of which \$218,000,000 worth went to Europe, \$182,000,000 to North America, \$41,500,000 to South America, and \$78,750,000 to Asia, while the remainder was divided between Oceania and Africa.

FARMERS GROWING RICH.

In Many Parts of Country They Are Money-Lenders.

That farmers are learning to do their work better is shown in the tremendous results during the past year. The value of crops continues to rise forward beyond comprehension. Railroads everywhere are stalled with the floods of grain that have been poured upon them.

English's pet crop, corn, as always, is the most valuable crop; estimated at \$1,000,000,000. Cotton comes next, and is worth to the grower \$940,000,000, including seed and by-products.

We raised \$400,000,000 worth of wheat, \$900,000,000 worth of oats and \$150,000,000 of potatoes.

That the farmers are learning how to raise sugar-beets is demonstrated by last year's crop, which is placed at 345,000 long tons worth \$3,000,000 on the farm wagons. This crop has jumped from \$7,000,000 only seven years ago. The value of sugar, syrup, molasses and stock feeds are entirely outside of this estimate.

The farmer beat everybody else last year in exports. For the year ending June 30, 1906, the value of agricultural products valued at \$176,000,000. This is the largest amount ever reached by agricultural exports for this or any other country. Cotton was the leading export product, the value being placed at \$407,000,000.

The farmer's capital is now placed at \$28,000,000,000, an increase of \$8,000,000,000 since the last census. Farmers have turned from being borrowers to bankers and it is mainly their money with which the banks in Wall Street, Chicago and throughout the entire country are stuffed to overflowing.

ALL STREET CARS TRANSFER TO
W.A. CHEATWOOD,
1509-1113 E. MAIN ST.
OFTEN THE CHEAPEST ALWAYS THE BEST.
OUT OF THE HIGH-RENT DISTRICT.

Late Thoughts in Spring Apparel for Women.

A wonderfully attractive assembly of Suits, Waists and Skirts that have just reached us direct from the style centres. The showing of elegant Suits, in Jumper, Eton and Pony effects, is a splendid one—charming in every detail. There are a variety of fabrics and colors. Prices:

\$8.50 \$10. \$12.50

Interesting Spring Waist Sale

\$7.50 Jap. Silk Waist at \$4.98

Bought from the manufacturer at a great bargain. Lovely creations these are, too!

Pure Jap silk, latest styles and all sizes. Buy your Spring Waist and save. White and black.

\$3.00 Quality Spring Waists at \$1.98

\$3.50 Quality Spring Waists at \$2.25

\$7.50 Quality Spring Waists at \$4.98

Stylish New Spring Oxfords.

MEN'S PAT. COLT BLUCHER OXFORDS, large eyelets, \$1.98 worth \$2.50, now \$1.98
LADIES' OXFORDS, Pat. Colt and Viol Kid Blucher, large eyelets, worth \$2.50, now \$1.98

MEN'S OXFORDS, Gunmetal and Pat. Colt, Blucher and Button, worth \$3.50, now \$2.98
LADIES' OXFORDS, Pat. Colt and Viol Kid Blucher, large eyelets, worth \$2.50, now \$1.48

New Spring Skirts Ready.

New Voiles, new Panamas, new Brilliantines. All thoroughly tailored in the newest kilted effects. Prices:

\$2.50 \$3.75 \$4.98 \$5.50 \$6.50 \$10.00

Spring Gloves and Hosiery.

Ladies' Black All-Silk \$1.25
Ladies' Black, White, Pink, Blue Gauze Lisle Hose, 50c
Ladies' Black Lace Allover Hose, 50c
Ladies' Black Lace Allover Hose, 25c
Misses' and Children's Hose, black and tan, best quality, 25c

Ladies' Long Lisle Gloves, 50c white and black
Ladies' Long Silk Gloves, white and black \$1.25
Ladies' 2-clasp Lisle Gloves, 25c white, black and gray
Ladies' 2-clasp Kid Gloves, all colors \$1.00
Ladies' Long Kid 16-button Black and Tan \$3.50

Charming Spring Millinery

From Paris—from New York—from our work-rooms. The new Spring and Easter Millinery is here. The beautiful Pattern Hats, the ready-for-service Hats, elaborate or plain Hats—they are all here at prices that other Richmond millinery stores can't touch. You are invited to come.

BIJOU--All Week.

Special Matinee Easter Monday, Usual Matinees Tuesday, Thursday and Saturday.

E. J. CARPENTER Presents The Talented Little Actress.

Dolly Dupre

In Hal Reid's Greatest Success.

At Cripple Creek

A Beautiful Story of the Colorado Hills.

Metropolitan Cast and Production in Every Detail.

At Bijou Prices.

SKATING RINK---This Week

RECKLESS RECKLAW,

World's Greatest Cyclist.

Miss FANNY LEIGHT,

That Real Trick and Fancy Skater. Assisted by an Original Comedian, SNOWBALL--It is to Laugh.

Watch for Real Announcements.

For Shopping

Dorothy Dodd

\$3.50 3.00 2.50

EVERY woman who has suffered the discomfort and fatigue from a long day of shopping will appreciate the comfort of our new "Dorothy Dodd" Shoes. A well-fitted "Dorothy Dodd" Shoe will save this fatigue because it supports and assists the foot to perform its functions naturally. We ask you just for once to put this claim to the test. A fine assortment of the most fashionable models to choose from for shopping and street wear.

F. W. DABNEY & CO.,
Third and Broad Streets.